MEETING SUMMARY	**CINCINNATI MUNICIPAL AIRPORT-LUNKEN AIRPORT CTAG#2 October 28, 2003**

Meeting called by: City of Cincinnati
Facilitators: Eileen Enabnit, Don Rosemeyer, Cheri Rekow, (City of Cincinnati Dept. of Transportation and Engineering); David Schlothauer, Ed Cecil, (PB Aviation); Mary Lynch, (Consultant)
Meeting Summary prepared By PB Aviation

Attendees:

1. Tom Popp, Blue Ash Airport
2. Tom Ewing, GCCC
3. Doug Adams, Mariemount
4. Tom Edwards, Flight Depot
5. Steve Fagel, City Law Department
6. Andy Betts, Sierra Club
7. Thomas Huenefeld
8. David Ross, California Community Council
9. Mary Howard
10. Jay Treft
11. Brenda Newberry, Mt. Washington resident
12. Harold Blocher II, City of Highland Heights
13. Kathy Tyler, Midwest Jet FBO
14. Peter Bruemmer, AOPA
15. Patrick McDevitt, Linwood Community Council
16. Samuel Britton, Madisonville Community Council
17. Bryan Creed, Info-Hold
18. Tom Popp, Blue Ash Airport user
19. Louise Hughes, local resident
20. JoAnna Brown, City of Cincinnati
21. Reginald Victor, City of Cincinnati
22. Tom Grote, DYER
23. Judy Zehren, Lunken Neighborhood Coalition
24. Robert Roark, Lunken Neighborhood Coalition
25. Debbie Conrad, KCAB-CVG
26. Bill Ohl, FAA-CVG
27. Scot Conover, CTCC
28. John Frank, Cincinnati Board of Realtors
29. Dan Dickten, Lunken Airport
30. David Rattenbury, LAAVC/CFTC
31. Bob Vickrey, City of Cincinnati
32. Steve Crow, ATC
33. Jeff Koopman, CRC
34. Erik Nelson
35. Bryan Snyder, Cincinnati Regional Planning Commission
36. Mike Lacinak, Mt. Washington Community Council
37. Michael Burns, Indian Hills resident

Agenda Topic	Presenter(s)	Discussion
Greeting & Introductions • City staff • Consulting staff • CTAG members	Don Rosemeyer, Eileen Enabnit, Cheri Rekow	o David Schlothauer o Mary Lynch o Ed Cecil o Bart Gover o Updates to CTAG/CTAG-AC Roster

Review of CTAG Meeting #1 • Explanation of Airport Layout Plan • Response to questions • Review of 1989 Lunken Master Plan CIP Projects	Cheri Rekow, City Ed Cecil, PB Aviation, Inc.	• Explanation of procedures • PB ALP presentation boards • FAQ's handout in workbooks (continues work-in-progress) • Questions can be sent to Cheri Rekow for response • Wish list provi ded in workbooks • Questions regarding projects • What projects were constructed since 1989 o PowerPoint presentation o Handouts of presentation • Current status of remaining CIP projects
Chapter One Review • Review of inventory	Ed Cecil	o Airside facilities o Landside facilities o Terminal facilities
Chapter Two Review • Forecasts presentation by Mary Lynch • Group discussion	Mary Lynch	• Introduction of Lunken forecasts • Forecasts mailed to CTAG members prior to meeting o Forecast elements o Forecast methodology o Historical & forecasted aircraft activity o Fleet mix o Based aircraft o Peak hour operations o Potential commuter service o Forecasted annual operations • Inventory & forecast group question and answer period o Many comments discussed during meeting o Time limited all questions be answered, requested questions be submitted via email/written to Cheri Rekow

Cincinnati Municipal Lunken Airport
CTAG # 2 Questions & Comments

Questions and Comments received during and after the meeting are grouped and answered within similar categories.

Forecasts

1. Does the classification of a reliever airport impact the forecasts for Lunken?

Answer: Yes. Lunken Airport's designation as a reliever airport is to reduce congestion at CVG by supporting general aviation aircraft. This role for Lunken supports the assumption that any growth in the metropolitan area in general aviation and corporate activity will be reflected in growth at Lunken.

See also Question/Answer #22 below: Definition of Reliever Airport.

2. What impact did the General Aviation Recovery Act (GARA) have on Lunken Airport?

Answer: Like Lunken, general aviation airports around the US experienced a decrease in aircraft activity starting in the late 1980's due to assignment of manufacturer's liability for aging general aviation aircraft. Implementation of the GARA (1994), by reducing the manufacturers liability, set the stage for resurgence in the industry, from both a

manufacturing and operational perspective. The decline and resurgence is reflected in the historical operations of Lunken Airport (See Exhibit 2-3).

3. What is the basis for the Terminal Area Forecast (TAF) projections developed by the FAA?

Answer: The 2002 TAF contains historical aviation activity data and FAA's forecasts for 474 airports receiving FAA and contract tower services. This database also includes projections for 2,895 other airports in the National Plan of Integrated Airport Systems. The forecasts, covering fiscal years 2002 - 2020 project activity of four major U.S. air traffic system users: air carriers, commuters/air taxi, general aviation, and the military as well as passenger enplanements (number of persons traveling). The FAA uses these forecasts to meet its budget and planning needs. Airport sponsors, state and local aviation authorities, others in the aviation industry, and the public are welcome to use these data. The FAA uses socioeconomic analysis, trend analysis, and input from various segments of the aviation community in developing its projections.

4. Can the validity of the consultant's forecast be compared to the FAA's Terminal Area Forecasts (TAF)?

Answer: Yes, the consultant used the FAA TAF as the basis to compare their forecasts with the FAA's 2002 TAF in order to validate their projections.

5. Can local economic information i.e. National Business Aviation Association (NBAA) and National Air Transportation Association (NATA) be incorporated in LUK forecast?

Answer: Yes. Local aircraft fleet mix and general aviation operations data was collected through Lunken Airport user surveys and recent Airport economic benefit studies. The FAA TAF general aviation forecast incorporates the general aviation trends developed by private aviation interest groups such as the NBAA and NATA.

6. What does the term "trigger point" refer to in the consultant's discussion of the Lunken forecast?

Answer: Trigger points are events or periods in time, which initiate further analysis of the existing and/or future demand on the facilities at the airport. For example, the typical FAA "trigger point" for upgrading a runway is when a heaver aircraft type operates from the runway a minimum of 250 departures per year.

7. Why is there no reference to the potential closure of Blue Ash Airport in the forecasts chapter of the LUK Master Plan Update?

Answer: At this time the City anticipates no change in the status of Blue Ash Airport. If the status of Blue Ash Airport changes, the Lunken Airport Master Plan aviation activity forecast will be modified.

8. Is the forecast data used in the LUK Part 150 Noise Analysis Study the same as the data used in the LUK Master Plan Update?

Answer: The forecast figures used for the Master Plan are the same as those used in the Part 150 Noise Study.

Tenant Surveys

9. Were on-airport businesses contacted regarding their future growth plans?

Answer: Yes. Surveys were issued to on-airport tenants for existing and future needs. Any information reflecting facility needs were evaluated and incorporated in the forecasts.

10. When was the aircraft activity operations survey conducted? Who conducted the survey?

Answer: Aircraft operations activity was determined using flight data that was received from the Lunken Air Traffic Control Tower (ATCT). During the data collection process for the Part 150 Study in 2001, PB Aviation requested a typical 7-day week of aircraft operations from the Lunken ATCT. In order to field check the data provided by the ATCT, PB Aviation personal spent three separate days checking the ATCT's data for any errors or omissions in fleet mix, runway usage and peak hour operations. If any conflicts were determined during the observation periods, action was taken to accurately reflect actual aircraft operations in the data for Lunken. Once the data was tested and approved, the data was used in the forecasts sections for both the Part 150 and the Master Plan Update. Based on conversations with the ATCT, the flight data that was given to PB Aviation were estimates. However, given the use of three separate

observation periods, we feel the best information available to establish a fleet mix percentage as been made.

11. Has information from the on-Airport tenants such as Executive Jets and Net Jets been collected and incorporated into the forecasts?

Answer: Yes, information from the on-Airport tenants was included in the aviation activity forecasts. Surveys were issued to on-airport tenants requesting historical and anticipated changes in fleet mix, activity, growth, facility needs and existing deficiencies in order to develop an overall understanding of the tenants' needs.

Fleet Mix / Type of Operation (Air Taxi, Charter, Carrier)

See also Question/Answer #26 below: Definition of Air Taxi/Charter.

12. Has the usage of certain types of aircraft changed since September 11th?

Answer: Yes, since 9-11 an increasing trend in the use of jet aircraft has developed.

13. Is it possible to review previous years' distribution of fleet mix percentages in order to compare future fleet mix percentages?

Answer: No. Historic aircraft operations data by specific type of aircraft is not available from the ATCT. Projections of future aircraft fleet mix are based on tenant surveys, the FAA's Terminal Area Forecast (TAF) and the consultant's research on likely overall trends in corporate and small general aviation aircraft types for the design year 2022.

14. How does one know the type of operation (Air Taxi/ Charter, GA etc.) is actually from a based aircraft or an itinerant aircraft?

Answer: This data is not known unless an ATCT air traffic survey is undertaken. For purpose of the Lunken Airport forecast, the significance of an operation being performed by a based aircraft vs. a visiting aircraft is not relevant given the role this information plays in the analysis of aircraft activity.

15. Why do jet operations grow at a faster rate than General Aviation operations?

Answer: To clarify, corporate jets have increased at a more rapid rate than other GA types of operations. The reason is that new technology in jet engines performance, construction materials, and satellite navigation has resulted in increased use of corporate air travel. The trend in fractional aircraft ownership has also resulted in the recent increases in the sale of corporate jet aircraft.

16. How has the possibility of Commuter Air Service been addressed in the forecast chapter of the Master Plan Update?

Answer: The Master Plan Update forecast chapter hypothesizes a scenario incorporating start up air passenger service at Lunken. This scenario is only an exercise used to identify facility requirement needs and deficiencies. The parameters used in developing such a scenario are general and do not dictate future aviation activity at the Airport.

17. Are any proposals for passenger service being considered at Lunken Airport?

Answer: There are no proposals for scheduled passenger service being considered at Lunken Airport. There are currently only charter services based at Lunken.

18. Would a low cost carrier offering passenger service be likely to locate at Lunken Airport?

Answer: Not likely. Previous inquiries from low-cost carriers, such as a Southwest, concluded that the facilities at Lunken would have to be significantly expanded and improved in order to accommodate their operation. Other constraining factors include weather, pilot certification, level of demand for service, and vehicular access to the Airport from the interstate highway system.

Alternative Scenarios

19. What range of alternatives will be examined in the Master Plan Update?

Answer: Based on the projected facility requirements to be determined, up to three airside and landside development alternatives will be developed. From the analysis of these alternatives, a preferred airport development plan will be developed, which will likely be a combination of elements of the alternatives. This airport planning exercise will show the City the scope of the airport facility improvements that are required to meet FAA long range planning criteria. The City will then determine the financial and environmental feasibility and desirability of implementing some or all of the suggested airport improvements.

20. Will a no-growth scenario be evaluated and discussed by the CTAG?
Answer: The Scope of Services calls for a "Status Quo" Scenario, which is a scenario that reflects the existing mix of activities and the national aviation trends over the next 20 years.

21. Is a no growth forecast realistic for Lunken?

Answer: No. Based on the current trends, Lunken will experience growth in operations whether it is planned for or not. However at some level of increased activity, congestion and time delays will result if the existing facilities are not developed to accommodate this increase.

Syntax / Terminology

22. What is a reliever airport?

Answer: An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

23. The word "demand" occurs several times in Chapter 2.0. Does the term demand imply a requirement from the FAA?

Answer: No, the term "demand" in Chapter 2.0 refers to the amount of aviation activity expected to occur in a specified time period.

24. What is the meaning of Wind Coverage?
Answer: Aircraft typically take off into the wind. Wind Coverage refers to the ability of the existing runway configuration to provide a runway suitable for use given varying wind patterns.

25. What is the meaning of Fuel Farms?

Answer: Fuel farm refers to the location of a centralized fuel facility, which stores fuel.

26. Can suggestions regarding the wording of individual chapters be incorporated to better define terms such as trends, assumptions and conversations?

Answer: Yes, members of the CTAG can issue comments in written format to Cheri Rekow for evaluation and/or interpretation within the Master Plan Update. Also, definitions of such terms will be included in future versions of the glossary.

27. What is the definition of Air Taxi/Charter?

Answer: A classification of air carriers which directly engage in the air transportation of persons, property, mail, or in any combination of such transportation and which do not directly or indirectly use large aircraft (over 30 seats or a maximum payload capacity of more than 7,500 pounds) and do not hold a Certificate of Public Convenience and Necessity or economic authority issued by the Department of Transportation (FAA6)

CTAG

28. What is the role of the Community Technical Advisory Group (CTAG)?

Answer: The current role of the CTAG is advisory. The purpose of the group's participation is to provide the city with comments/suggestions regarding concerns for the Master Plan Update.

29. Can CTAG members provide suggestions/comments on enhancing the narrative descriptions used in the Master Plan Update?

Answer: Yes, all comments and suggestions regarding the narrative description within the Master Plan Update should be forwarded to Cheri Rekow for evaluation.

30. Will members of the CTAG be able to issue a minority report for those persons differing from the main opinion?

Answer: Any citizen may provide comment.

Noise/Part 150

31. Does the Part 150 Study or the Master Plan address the enhancements in engine technology?

Answer: Both studies address the enhancements in engine technology. As an example, the 2022 noise exposure contours will not include Stage-II corporate jet aircraft types as they are expected to be removed from the active general aviation fleet by the design year 2022.

32. Will the Master Plan Update address the issues of engine run-ups and maintenance?

Answer: Yes. Based on the engine run-up mitigation projects from the Part 150 Study, the location of two engine run-up enclosures will be evaluated in Chapter 4.0 Alternatives Analysis. Design year 2022 engine run-up noise contours will also be plotted as part of the noise exposure maps.

Editor's note: Engine run-up complaints have been drastically reduced since the implementation of the voluntary nighttime maintenance run-up policy. This policy restricts maintenance run-ups to the period between 7AM and 9 PM.

Next Steps/ Miscellaneous

33. Will current Cincinnati zoning maps be used to identify surrounding land uses around Lunken Airport?

Answer: Yes. The City is in the process of revising its zoning code and zoning maps. The modifications will be reflected in the Lunken Airport Master Plan Update.

34. Will a community survey be included in the Master Plan Update?

Answer: The only survey issued in the Master Plan Update was the on-airport tenant survey.

COMMENTS:

1. Two days of observations don't reflect actual aircraft activity at Lunken. Depending on the day, weather and flight training schedules, activity at Lunken can vary drastically.

Response: Two days of observations is not accurate. The actual observation period was 7 consecutive days. This time period provided a typical week's activity at Lunken Airport and was verified on 3 separate occasions in 2002 by the Consultant. The Air Traffic Control Tower (ATCT) collected the activity data. See also Question/Answer #10 above.

2. In Chapter 1.0 (Inventory), no references to the land use patterns and zoning classifications in the community of California were included. Given California's proximity to Lunken, other communities such as Kenwood, Indian Hill, Madeira, Fairfax, Ft. Thomas, Newtown and Anderson should be incorporated to describe their surrounding land use and zoning classifications.

Response: Kenwood, Indian Hill, Madeira, Fairfax, Ft. Thomas, Newtown and Anderson are among the 18 communities that have been invited to participate in the planning process by appointing representatives to serve on the over sight committee. These communities also have representatives on the Part 150 Noise Study oversight committee, which is developing recommendations to mitigate noise in those communities from Lunken operations. For the purpose of inventorying the vicinity for a facility plan, a three-mile radius is appropriate. See Comment #3 below. The City will amend land use and zoning descriptions of City neighborhoods pending Citywide proposed Zoning Code modifications before finalizing the Master Plan Update.

3. Chapter 1.0 (Inventory) refers to a 3-mile radius around Lunken Airport. What is the rationale used in this 3-mile

radius?

Response: The "3-mile radius for land use planning around Lunken Airport" is used to identify incompatible land uses within the design year 2022 65 LDN noise exposure contours, and the airspace obstruction control surfaces as required by FAA Part 77.

4. Data from the consultants forecast show an overall growth rate of 10% rate for Lunken Airport by 2022. Is any other source of data available to compare forecasts for Lunken Airport?

Response: The annual growth rate in general aviation traffic for Lunken Airport is projected to be approximately 1.8 percent per year over the 20-year forecast period. This grow rate is comparable to the FAA TAF forecasts.

NEXT MEETING Airport layout working session **MEET AJOURNED** **Time: 2.25 hours (7:15pm)**		• Future needs • FAA Requirements • Facility Requirements • Sub Group Sessions • Project Schedule